

We also honor their sacrifices and tireless efforts to carry our students forward during the last two difficult years.

From engineering and business to public service and journalism, all professions depend on the profession of teaching. I will always remember the teachers who made a difference in my life. I am so grateful for the teachers who put their heart and soul into inspiring students in my district each and every day.

I thank our teachers' unions, including those in my district, the Cleveland Teachers Union and the Akron Education Association, for their efforts to advocate for educators and to fulfill the promise of high-quality public education for every student.

Again, I thank all the teachers in Ohio's 11th Congressional District and across America.

□ 1215

HONORING THE LIFE OF DR. FRANK M. BARKER, JR.

(Mr. PALMER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PALMER. Mr. Speaker, I rise to honor the life of Dr. Frank M. Barker, Jr., who passed away on December 27, 2021. Dr. Barker was a humble man of great faith who lived his life in faithful service to his savior, Jesus Christ: loving and serving others, giving to those in need, and sharing the good news that God sent His only Son to Earth to save those who could not save themselves.

A lifelong resident of Birmingham, Alabama, Dr. Barker was a graduate of Ramsey High School in 1949, a graduate of Auburn University with a degree in engineering, and a lifelong Auburn Tiger fan. He served his country as a jet fighter pilot in the U.S. Navy, including service during the Korean war.

After attending seminary, Dr. Barker founded Briarwood Presbyterian Church in Birmingham, leading a congregation that was committed to reaching the world for Christ. Through his leadership, Dr. Barker played an important role in the formation of the Presbyterian Church in America, a denomination that remains committed to the inerrancy and authority of Holy Scripture.

I know that Dr. Barker's life and legacy will continue to be an inspiration to others and a model for living a life of generosity and faithfulness.

HONORING MAYOR CLARENCE FIELDS OF PINEVILLE, LOUISIANA

(Ms. LETLOW asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. LETLOW. Mr. Speaker, I rise today to honor Mayor Clarence Fields of Pineville, Louisiana, who is entering his final weeks in office after an extraordinary career.

A lifelong resident of Pineville, Mayor Fields has led the city for nearly 22 years. If you need any indicator of the amazing work he has done, look no further than the fact that he was re-elected to City Hall six times and was unopposed in his last four elections.

During his time in office, Mayor Fields has been committed to attracting investment to the community and creating good paying jobs for residents. He is also known as a bridge builder—working across racial, political, and geographic lines to deliver results for Pineville and Rapides Parish. He has been an outstanding public servant, and our region is better because he chose to share his talents with the people of his hometown.

The mayor had planned on running again this year but decided to retire to spend more time with his grandchildren. While I will miss working with Mayor Fields, I wish him the best in his very well-deserved retirement.

UKRAINE-RUSSIAN CONFLICT

(Mr. GROTHMAN asked and was given permission to address the House for 1 minute.)

Mr. GROTHMAN. Mr. Speaker, a lot has been said in the last 48 hours on this floor with regard to the Ukraine-Russian conflict; however, I think there are some things that should be added that maybe can be talked about a little bit more as we try to find the end here. And I hope the Biden administration does not give up at all on trying to negotiate some sort of peace.

First of all, I am going to address Russia. Russia has a very low birthrate now of 1.5. In addition to that, people right now are leaving Russia. I was on the San Diego border about 8 months ago, and at that time just in that region—one of 10 regions along the Mexican border—the second biggest nationality to cross was Russian. It was recently reported that in the 6-month period ending January, 8,600 Russians entered this country. I would bet because of the war Russian immigration has only increased.

With regard to Ukraine, its birthrate is even lower. Of approximately 180 countries of size in the world, Ukraine has the second-lowest birthrate to South Korea at 1.1 percent. It has recently been reported the United States will accept up to 100,000 Ukrainians in our country. While it is certainly the intent that they return, we all know that many of them don't.

NATIONAL POLICE WEEK

(Mr. LAMALFA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LAMALFA. Mr. Speaker, this week as we commemorate National Police Week for those with us and for those who have fallen, I think we find different ways to honor them. One of the ways we can honor them is also to

make their job easier. Unfortunately, with the Biden border crisis, the numbers are devastating. There have been nearly one-quarter million migrant encounters in March because it is a green light and because it is a magnet at our border. There has been a 68 percent drop in deportations in 2021.

Where are we going to put folks like this when we are overwhelming the ability to have the judges and to have their cases heard?

It is not helping. And so we have sanctuary cities all across the U.S. that are making it more acceptable for illegal immigration to happen and making it very difficult for law enforcement to figure out how to process and how to deal with the interactions with local police and ICE.

So we have to have a much more coherent policy on our border: help complete the fence, make these gaps go away that so many are pouring through and giving us such huge numbers here. Forty-two have been arrested on the terrorist watch list under Biden. Let's make the job for our border police and our city police much easier and have a better border policy.

GAS PRICES AND THE GAS TAX

(Mrs. STEEL asked and was given permission to address the House for 1 minute.)

Mrs. STEEL. Mr. Speaker, I rise today on behalf of Orange County families to share their frustration and outrage that they are feeling because of the skyrocketing gas prices in this country.

While this administration refuses to embrace full energy independence and instead continues relying on foreign dictators for oil, southern Californians are paying more for gas than anywhere else in the country. On top of that, despite what could be a \$68 billion surplus, Governor Newsom and Sacramento Democrats have decided to raise gas taxes on July 1. My constituents simply can't afford another day under the policies that are forcing them to pay more while getting less.

Enough is enough.

Whether it is here in Washington, D.C., or in Sacramento, President Biden and Governor Newsom need to commit to unleashing energy independence today. The people of this great country need relief today.

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO SECURING THE INFORMATION AND COMMUNICATIONS TECH- NOLOGY AND SERVICES SUPPLY CHAIN—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 117-120)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency declared in Executive Order 13873 of May 15, 2019, with respect to securing the information and communications technology and services supply chain, is to continue in effect beyond May 15, 2022.

The unrestricted acquisition or use in the United States of information and communications technology or services designed, developed, manufactured, or supplied by persons owned by, controlled by, or subject to the jurisdiction or direction of foreign adversaries augments the ability of these foreign adversaries to create and exploit vulnerabilities in information and communications technology or services, with potentially catastrophic effects. This threat continues to pose an unusual and extraordinary threat to the national security, foreign policy, and economy of the United States. Therefore, I have determined that it is necessary to continue the national emergency declared in Executive Order 13873 with respect to securing the information and communications technology and services supply chain.

JOSEPH R. BIDEN, Jr.
THE WHITE HOUSE, May 12, 2022.

RIGHTS FOR THE TRANSPORTATION SECURITY ADMINISTRATION WORKFORCE ACT OF 2021

Mr. THOMPSON of Mississippi. Mr. Speaker, pursuant to House Resolution 1097, I call up the bill (H.R. 903) to enhance the security operations of the Transportation Security Administration and stability of the transportation security workforce by applying the personnel system under title 5, United States Code, to employees of the Transportation Security Administration who provide screening of all passengers and property, and for other purposes, and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 1097, in lieu of the amendment in the nature of a substitute recommended by the Committee on Homeland Security printed in the bill, an amendment in the nature of a substitute consisting of the text of Rules Committee Print 117-40, modified by the amendment printed in part A of House Report 117-320, is adopted and the bill, as amended, is considered read.

The text of the bill, as amended, is as follows:

H.R. 903

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Rights for the Transportation Security Administration Workforce Act of 2022” or the “Rights for the TSA Workforce Act of 2022”.

SEC. 2. DEFINITIONS.

For purposes of this Act—

(1) the term “adjusted basic pay” means—

(A) the rate of pay fixed by law or administrative action for the position held by a covered employee before any deductions; and

(B) any regular, fixed supplemental payment for non-overtime hours of work creditable as basic pay for retirement purposes, including any applicable locality payment and any special rate supplement;

(2) the term “Administrator” means the Administrator of the Transportation Security Administration;

(3) the term “appropriate congressional committees” means the Committees on Homeland Security and Oversight and Reform of the House of Representatives and the Committees on Commerce, Science, and Transportation and Homeland Security and Governmental Affairs of the Senate;

(4) the term “at-risk employee” means a Transportation Security Officer, Federal Air Marshal, canine handler, or any other employee of the Transportation Security Administration carrying out duties that require substantial contact with the public during the COVID-19 national emergency;

(5) the term “conversion date” means the date as of which subparagraphs (A) through (F) of section 3(c)(1) take effect;

(6) the term “covered employee” means an employee who holds a covered position;

(7) the term “covered position” means a position within the Transportation Security Administration;

(8) the term “COVID-19 national emergency” means the national emergency declared by the President under the National Emergencies Act (50 U.S.C. 1601 et seq.) on March 13, 2020, with respect to the coronavirus;

(9) the term “employee” has the meaning given such term by section 2105 of title 5, United States Code;

(10) the term “Secretary” means the Secretary of Homeland Security;

(11) the term “TSA personnel management system” means any personnel management system established or modified under—

(A) section 111(d) of the Aviation and Transportation Security Act (49 U.S.C. 44935 note); or

(B) section 114(n) of title 49, United States Code;

(12) the term “TSA” means the Transportation Security Administration; and

(13) the term “2019 Determination” means the publication, entitled “Determination on Transportation Security Officers and Collective Bargaining”, issued on July 13, 2019, by Administrator David P. Pekoske, as modified, or any superseding subsequent determination.

SEC. 3. CONVERSION OF TSA PERSONNEL.

(a) RESTRICTIONS ON CERTAIN PERSONNEL AUTHORITIES.—

(1) IN GENERAL.—Notwithstanding any other provision of law, and except as provided in paragraph (2), effective as of the date of the enactment of this Act—

(A) any TSA personnel management system in use for covered employees and covered positions on the day before such date of enactment, and any TSA personnel management policy, letter, guideline, or directive in effect on such day may not be modified;

(B) no TSA personnel management policy, letter, guideline, or directive that was not established before such date issued pursuant to section 111(d) of the Aviation and Transportation

Security Act (49 U.S.C. 44935 note) or section 114(n) of title 49, United States Code, may be established; and

(C) any authority to establish or adjust a human resources management system under chapter 97 of title 5, United States Code, shall terminate with respect to covered employees and covered positions.

(2) EXCEPTIONS.—

(A) PAY.—Notwithstanding paragraph (1)(A), the limitation in that paragraph shall not apply to any TSA personnel management policy, letter, guideline, or directive related to annual adjustments to pay schedules and locality-based comparability payments in order to maintain parity with such adjustments authorized under section 5303, 5304, 5304a, and 5318 of title 5, United States Code; and

(B) ADDITIONAL POLICY.—Notwithstanding paragraph (1)(B), new TSA personnel management policy may be issued if—

(i) such policy is needed to resolve a matter not specifically addressed in policy in effect on the date of enactment of this Act; and

(ii) the Secretary provides such policy, with an explanation of its necessity, to the appropriate congressional committees not later than 7 days of issuance.

(C) EMERGING THREATS TO TRANSPORTATION SECURITY DURING TRANSITION PERIOD.—Notwithstanding paragraph (1), any TSA personnel management policy, letter, guideline, or directive related to an emerging threat to transportation security, including national emergencies or disasters and public health threats to transportation security, may be modified or established until the conversion date. The Secretary shall provide to the appropriate congressional committees any modification or establishment of such a TSA personnel management policy, letter, guideline, or directive, with an explanation of its necessity, not later than 7 days of such modification or establishment.

(b) PERSONNEL AUTHORITIES DURING TRANSITION PERIOD.—Any TSA personnel management system in use for covered employees and covered positions on the day before the date of enactment of this Act and any TSA personnel management policy, letter, guideline, or directive in effect on the day before the date of enactment of this Act shall remain in effect until the conversion date.

(c) TRANSITION TO TITLE 5.—

(1) IN GENERAL.—Except as provided in paragraph (2), effective as of the date determined by the Secretary, but in no event later than December 31, 2022—

(A) the TSA personnel management system shall cease to be in effect;

(B) section 114(n) of title 49, United States Code, is repealed;

(C) section 111(d) of the Aviation and Transportation Security Act (49 U.S.C. 44935 note) is repealed;

(D) any TSA personnel management policy, letter, guideline, and directive, including the 2019 Determination, shall cease to be effective;

(E) any human resources management system established or adjusted under chapter 97 of title 5, United States Code, with respect to covered employees or covered positions shall cease to be effective; and

(F) covered employees and covered positions shall be subject to the provisions of title 5, United States Code.

(2) CHAPTERS 71 AND 77 OF TITLE 5.—Not later than 90 days after the date of enactment of this Act—

(A) chapter 71 and chapter 77 of title 5, United States Code, shall apply to covered employees carrying out screening functions pursuant to section 44901 of title 49, United States Code; and

(B) any policy, letter, guideline, or directive issued under section 111(d) of the Aviation and Transportation Security Act (49 U.S.C. 44935 note) related to matters otherwise covered by such chapter 71 or 77 shall cease to be in effect.

(3) ASSISTANCE OF OTHER AGENCIES.—Not later than 180 days after the date of enactment of this Act or December 31, 2022, whichever is earlier—